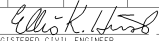
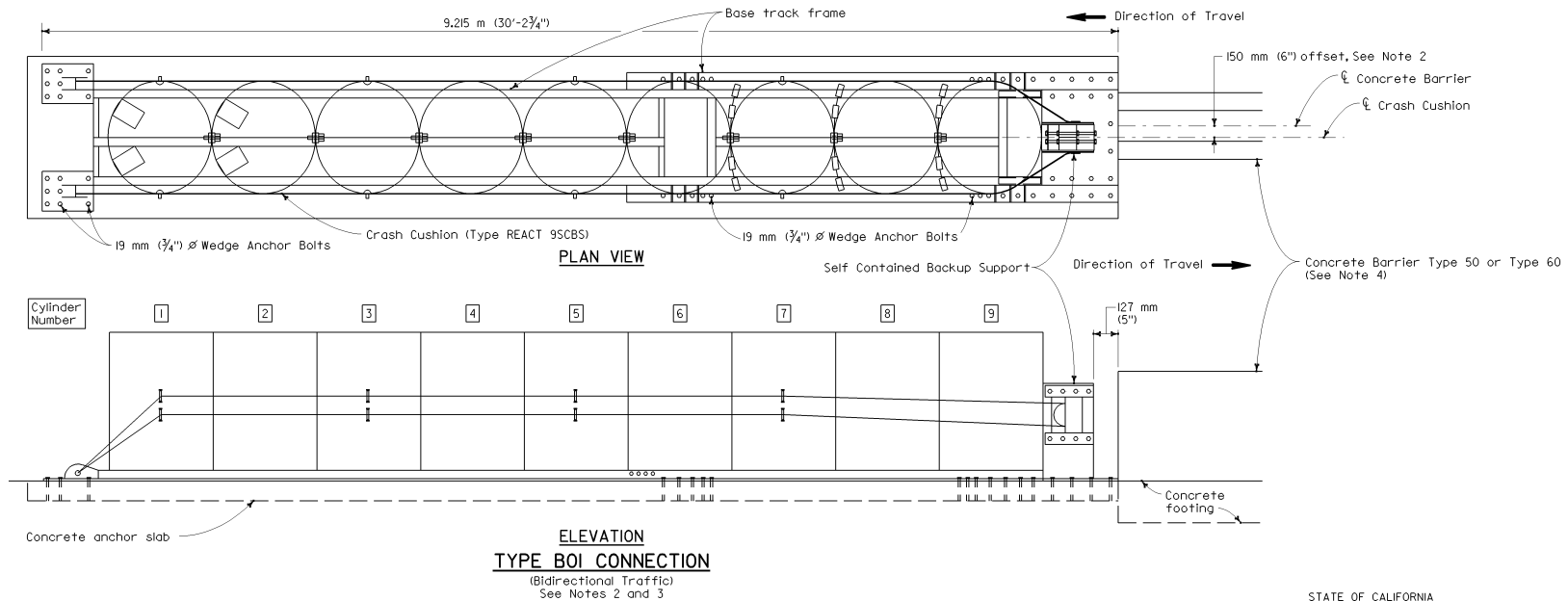


**NOTES:**

1. For additional details of Crash Cushion (Type REACT 9SCBS), see Standard Plan A82D.
2. The 150 mm (6") offset of the centerline of the crash cushion from the centerline of barrier is only to be used for bidirectional traffic locations.
3. Where sufficient median width is not available to offset the crash cushion, as shown, see Standard Plans A82DA and A82CB.
4. For details of typical concrete barrier end anchorage, see Standard Plan A76B.

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
 REGISTERED CIVIL ENGINEER					
July 1, 2002 PLANS APPROVAL DATE					
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REGISTERED PROFESSIONAL ENGINEER  
 Ellis K. Hirst  
 No. C17926  
 Exp. 6-30-05  
 STATE OF CALIFORNIA



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CRASH CUSHION**  
**(TYPE REACT 9SCBS)**  
**ALIGNMENT OFFSET DETAILS**

These "Standard Plans for Construction of Local Streets and Roads" contain units in two systems of measurement: International System of Units (SI) or "metric" and United States Standard Measures shown in the parentheses ( ). The measurements expressed in the two systems are not necessarily equal or interchangeable. See the "Foreword" at the beginning of this publication.

NO SCALE

**A82DB**